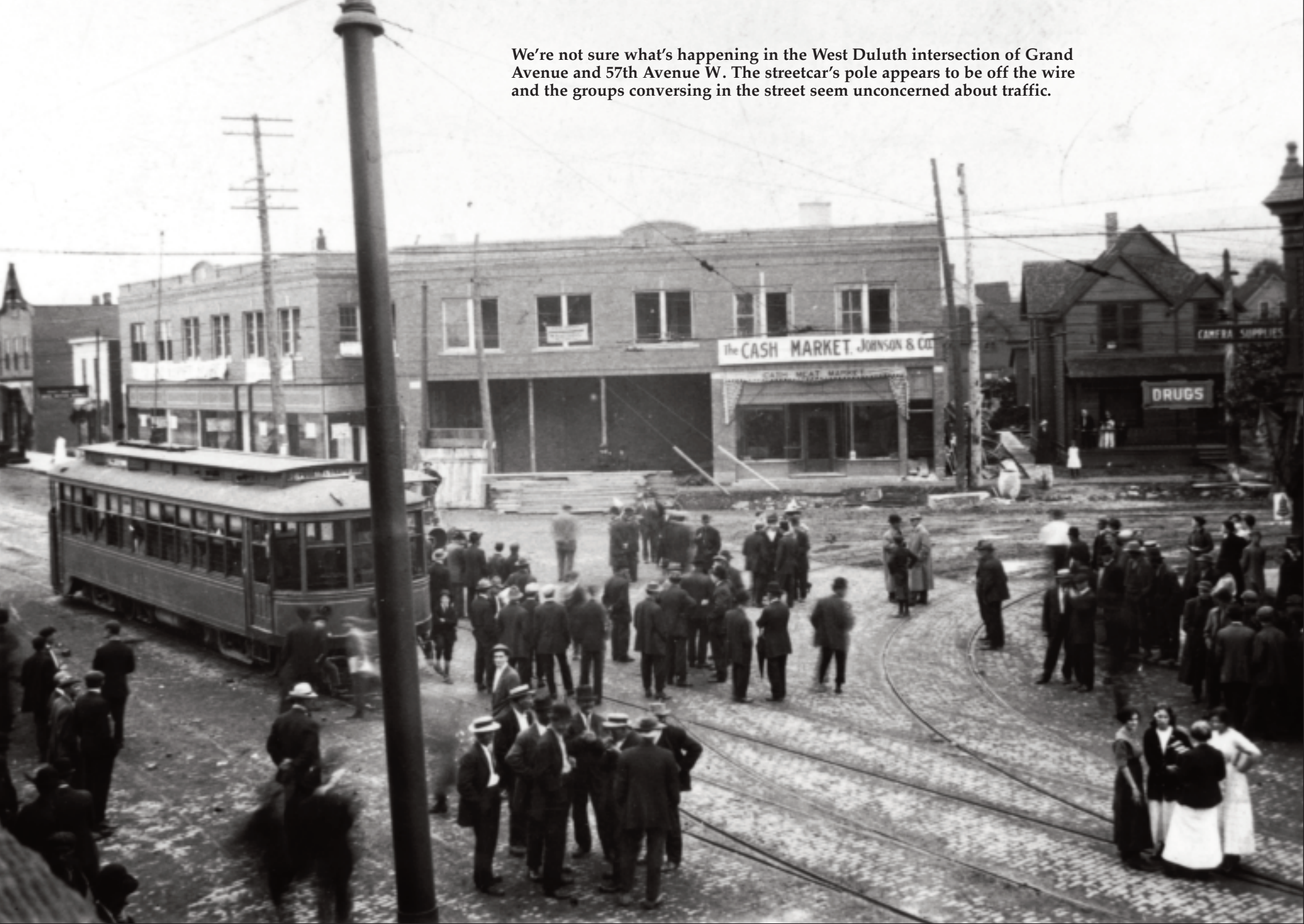


Summer 2015



We're not sure what's happening in the West Duluth intersection of Grand Avenue and 57th Avenue W. The streetcar's pole appears to be off the wire and the groups conversing in the street seem unconcerned about traffic.



Front cover: In 1909 Duluth Street Railway was two-thirds done transitioning from commercially built single truckers to the bigger, more comfortable double truck products of Twin City Rapid Transit's shops. With two exceptions, the small cars would be gone by 1912.

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***Behind the scenes at
Duluth Street Railway***

The late James Kreuzberger compiled a wealth of Duluth Street Railway internal documents. Combined with the trove located at the North East Minnesota History Center, there is way more primary source material for DSR than there is for TCRT.

This sort of great material deserves to be used, so this issue is devoted to articles that draw heavily from these documents.

Special Orders--1928

-Aaron Isaacs

The Summer 2009 Twin City Lines contained an article called "Notice to Trainmen", a collection of TCRT bulletins that clarified new operating rules, or admonished the motormen and conductors to obey the ones already in effect.

While filing some of the voluminous company records from the Duluth Street Railway that were scattered around my basement in the aftermath of writing Twin Ports by Trolley, I happened upon a folder containing all the Special Notices (DSR-speak for bulletins) from 1928.

There are 120 of them, an average of one issued every three days. They cover every possible subject and many are mundane and not worth repeating here. Others, however, give a real picture inside the operation of a transit system. Here is a selection, with comments to explain terminology and context.

Streetcars were by far the heaviest vehicles on the street and bridges weren't always robust, hence speed restrictions.

The attention of all motormen is called to that part of rule 269, referring to Speed, which reads in part:

'On wooden bridges it must not exceed eight miles an hour.'

There are several concrete bridges, over which cars pass regularly on their routes, the most recently built of which is the bridge at 14th Ave. E. and 8th Street known as the Chester Park Bridge. This structure is perhaps sturdy enough to carry any of our equipment at a high rate of speed but motormen should bear in mind that an excessive rate of speed, anything over 10 miles an hour, over this bridge is dangerous for the reason that should a car become derailed it might crash through the railing and result in a very bad accident.

Our attention has recently been called by persons interested in accident prevention to the danger of collision from street cars running at a high rate of speed where the (Skyline) Boulevard connects the east-

ern end of this bridge. While our rule does not prescribe the speed over bridges of this construction we want all motormen to slow down in approaching either end of this bridge and cross it at a moderate speed of 10 miles an hour or less and to avoid collision by keeping a sharp look-out for automobiles.

In 1928 most intersections had neither stop signs or traffic signals, requiring extra caution by motormen, as urged in several special orders.

Complaint has been made that motormen when south bound on 57th Ave. West sometimes cross Highland Street without having their cars under control and that there has been narrow escapes from striking buses at this intersection.

Motormen should be particularly careful to have their cars under complete control when approaching this intersection in order to avoid collision with buses or other vehicles. Special care must be taken in the



The intersection of Garfield Avenue (Highway 53) with Superior Street (also Highway 61) lacked traffic controls, so streetcars were required to stop. For safety, they had to cross the bridge at reduced speed.

winter time when the rail is slippery and motormen should keep a sharp lookout for vehicles approaching from either direction.

It has been reported that some motormen have been checked by the City Traffic Department for violating the City Traffic Ordinance by crossing Arterial Highways without coming to a full stop.

It was also reported that a motorman had been checked for running 27 miles an hour by a school house on East Superior Street where the Traffic Ordinance permits a speed of only 15 miles per hour.

Severe measures will be taken with motormen who are guilty of violating the City Traffic Laws in this manner and I wish to caution all motormen to observe the traffic laws to the letter.

The Arthur Avenue loop was at the east end of the Interstate bridge and was used by cars short-turning because the bridge was open to let a ship through. Streetcars emerged from under the railroad approach trestle. It was a blind intersection.

There have been several narrow escapes from accidents with vehicles and street cars where street cars turn at the Arthur Avenue Loop and pass under the railroad trestle. The Police Department of the City of Duluth has authorized the placing of a bar across the passage-way underneath this trestle. Before passing underneath this trestle it will be necessary for the conductor to remove this bar to let the street car through, and the bar should then be replaced after the car has passed.

Railroad crossings were a particular hazard on the Interstate and all the Superior lines, hence this special order.

For a number of years a large metallic sign painted white, with a black cross in its center, has been hung over the Northern Pacific Railway Company grade crossing north of Ash Avenue on Garfield Avenue.

The purpose of this sign was, of course, to draw especial attention to the grade railroad crossing but the span wire poles surrounding the crossing are kept painted white and this overhead sign has been found to be of no value as an additional



White overhead wire poles marked the NP railroad crossing on East 5th Street at 25th Avenue on Superior's East End line.

warning of the crossing and it, therefore, has been removed. This is notice to any motormen who have, to any extent, depended upon this sign to warn them that they were approaching this grade crossing that it will no longer be maintained.

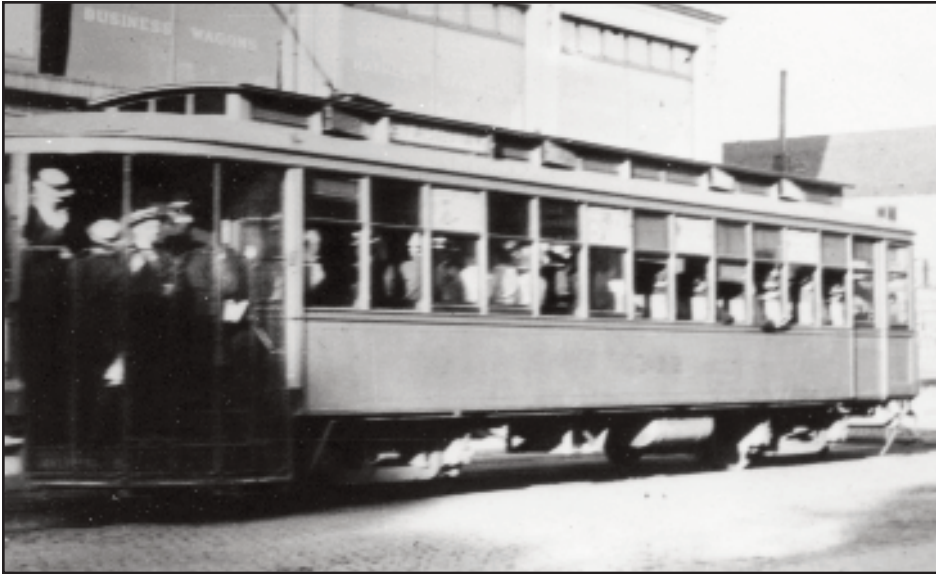
It is of the utmost importance that

motormen and one-man car operators should have the location of all grade crossings clearly fixed in their minds at all times and that they should always be conscious of their own whereabouts. In case of a heavy fog or blinding snow storm that



Cars descending the Duluth off-ramp of the Interstate Bridge crossed the Arthur Avenue loop, used for shortlining cars when the bridge was closed, at a blind intersection.





Passengers fill the rear platform, a challenge to conductors trying to collect fares.

makes it impossible to see surrounding objects at any distance from their car, motormen should gauge their speed and the control of their car accordingly and never take any chance of running upon or over anything they cannot see. They should keep their eyes on the track and street ahead of them at all times and should always be aware when they are approaching a grade crossing. The white painted poles surrounding all grade crossings are intended only as an additional "sign" that cannot escape their view when they are looking at the street ahead of them, but the crossing itself is what they should be conscious of.

Conductors should understand that passengers standing on the rear platform are expected to place their fares in fare boxes the same as other passengers, unless the rear vestibule is so crowded that it is inconvenient or impracticable for the passengers to reach the fare box.

Conductors must make a more earnest effort to have passengers place their fares in the box. A great many conductors are

handling this matter very well but there are a few who are very lax.

If you've ridden cars 265 or 1300, it's clear that the destination sign can only be changed by leaving the controls entirely, moving back into the passenger compartment and taking one's eyes off the road. This was before spring-loaded dead man brake levers.

The Police Department has called attention to the practice of some motormen on the East 8th Street line changing route signs while cars are running. This is a very dangerous practice and motormen should never take their attention from the track in front of them while their cars are moving. All sign changing should be done only at the terminals.

Special events required special rules. Here are three examples.

During the Winter Frolic which starts Wednesday, February 15th, motormen will blow their whistles at 4:00 P.M. on the following days:



This streetcar was specially decorated for 1927's Winter Frolic.

Wednesday, February 15th

Thursday, February 16th

Friday, February 17th

Saturday, February 18th

Whistles should not be sounded in the vicinity of hospitals, however. Motormen should blow the whistle so as to make the most noise, being careful not to reduce the air pressure so as to make the brakes ineffective. The blowing of the whistles should not continue more than two minutes for this event.

On Monday the 3rd, which is the opening of the Tri-State Fair (in Superior) which continues the 3rd, 4th, 5th, 6th and 7th, the cars on the Duluth-Superior Line will be run as shown by the special Tri-State schedule already posted. On trips scheduled to run to the Fair Ground at 46th Street, motormen will see the destina-

tion sign "SHOW GROUND" after crossing the Interstate Bridge and will set the deck signs to read "SHOW GROUND" also. Cars not equipped with "SHOW GROUND" signs will display "TRI-STATE FAIR" cardboard sign only.

The sections of single track between 28th Street and 35th and between 35th Street and 46th Street are protected by Nachod Automatic signals and motormen are cautioned to read Special Order No. 112 posted elsewhere in this room which contains instructions covering the operation of automatic signals, and to make sure that their car is counted into the block before running onto the single track.

Motormen are cautioned to watch for the railroad crossing just south of 28th Street and observe all of the rules governing the flagging of railroad crossings at this crossing.

Motormen are cautioned to exercise spe-



A dash sign advertises the Tri-State Fair in Superior.

cial care in operating their cars south of 21st Street because of the anticipated volume of traffic and the many out-of-town drivers.

Conductors are cautioned to be particular to announce the destination of their car and to have plenty of transfers punched ahead as on some trips cars will be heavily loaded.

Ringling Brothers & Barnum Bailey's combined circus will show here on

Thursday, August 16, at 35th Ave. West below 3rd Street just back of the old baseball park.

Supervisor John Midthy will be in general charge of street car and bus service, and will be assisted by all of the other supervisors. The location of the circus ground this year will

permit the crowds to be handled on both the West 3rd Street and West Duluth Lines.

Motormen on cars running to show grounds will be given signs reading "SHOW GROUNDS" which will displayed in the lower half of the center window and taken down after the show grounds have been passed.

When cars are heavily loaded going to the show ground, motormen will not make any stop after passing the Ore Docks westbound on 3rd Street and run as far into the block as traffic will permit. Gates will be opened on any car to permit passengers to alight when stopped between 34th and 35th Ave. West on 3rd Street and within 200 ft. either way of the entrance to the old Baseball Park on the West Duluth Line.

After the performance both in the afternoon and evening, cars pulling out of the 39th Avenue West wye will not stop for passengers to board or alight until after they have reached 35th Ave. West and 3rd Street unless ordered to do so by a Supervisor. Cars will be banked on the siding at the Baseball Park on the West Duluth Line. After cars have been loaded and the gates closed, motormen will pull away as promptly as possible.

The attention of all motormen is called to the fact that all circus wagons are much wider than ordinary vehicles and extra care must be used in passing the teams whether they are in motion or not.

Conductors on cars going west or east on 3rd Street and Superior Street will announce "Show Ground" when passengers are boarding during the hours of heavy travel to the circus.

A great many of the sockets for holding motormen's stools in the front vestibule are plugged up so that it is difficult to keep the stools in the sockets.

All motormen should report any sockets that are plugged up on the Motorman's Daily Report of Condition of Car cards. The Mechanical Department will then see that the sockets are cleaned out.

This is the season when we can expect trouble from spread tracks. When a car gets off the rails from spread track, the motorman should of course stop immediately, and the crew should telephone at once to the station for instructions.

Motorman should not spread the track for several hundred feet in attempting to get back on the rails. This does not help the service as the track has to be fixed before the following cars can proceed over it, and fifty or a hundred feet of spread track can be repaired much quicker than several hun-

dred feet.

On the Lester Park Line, from 47th to 61st Avenue East, and on other outlying lines, motormen should run very carefully during the next few weeks while the roadbed is wet and soft.

Every couple of months the schedules were changed and trainmen picked their runs based on seniority. The first day the new runs were in effect, someone always forgot and worked his old run, creating all sorts of chaos.

All motormen and Conductors will report for duty on Sunday, April 1st, for the runs which they have selected which will be worked until May 31st.

The time of leaving terminals should be copied on a run card by both motorman and conductor so that they will know when they are running on time.

Motormen should study their lines carefully and be prepared to take advantage of sections which will afford coasting thereby affecting every possible economy in operation.

All motormen who have selected runs on which mail is to be carried should make a copy of the mail schedule for reference and be particular to see that all pouches are properly dispatched. All mail sacks should be carried in the front vestibule and an accident report made out when a motorman fails to receive or dispatch any pouch.

Special Notices were written so there could be no misunderstanding what management wanted. Sometimes, however, this was overdone. Here's an example of too much explanation.

Subject: One man cars - West Duluth to Aerial Bridge Line.

Beginning on April 1st the four cars recently remodeled for one-man operation in Duluth will be put on runs on the West Duluth to Aerial Bridge line.

Especial (sic) care must be taken by

operators when backing these cars in wying at terminals or at any other time when backing becomes necessary. Operators who are assigned to these one-man cars should carefully read the "Rules for One-man Car Operators" and all one-man car operators are hereby instructed to use especial care in backing these newly remodeled one-man cars when wying at terminals or whenever there is any necessity for backing such cars anywhere.

An additional motorman's mirror has been put on these cars on the left hand side to enable the operator to see what is behind his car on the left side when backing.

An additional gong operated by air has also been placed under the rear vestibule of these cars to be rung by the operator whenever the cars are being backed. Operators will bear in mind at all times when backing these cars that even with mirrors on both sides of the car or even if the car was empty so that there would be a clear view through it, it would still be impossible for the operator to see a child or other small obstacle who might be directly behind the car and wholly concealed from the operator's view and for that reason operators are cautioned to take especial care when backing these cars. Before starting to back one of these cars the operator must go to the rear, either through the inside of the car or by running back around the outside, to see that all is clear behind the car. If the operator looks from the inside of the car he will go as close to the window as possible and look close behind the car. If all is clear he will return quickly to the front, glancing both to the right and left as he goes to see that nothing is coming toward the rear of his car, and immediately start backing. If in any case there is enough delay between the observation showing it is clear in the rear and the actual starting to back to make it possible for anyone to have got behind the car in the meantime, the operator must make an additional trip to the back of the car. In other words the operator must never start to back the car except immediately after a

careful observation to see if it is clear behind the car.

In backing one of these cars the speed must not exceed THREE miles per hour (the rate at which a man walks leisurely) and while backing a constant lookout must be kept through the body of the car when the view is not obstructed by standing passengers but otherwise through the mirrors on both sides of the vestibule for anyone coming from either side of the car who could get in its path while backing.

The special gong must be rung constantly while the car is moving backwards. When backing from the Aerial Bridge to the switchpoint at Morse Street at the rate of THREE miles per hour it will take about 50 seconds which is about 20 seconds more than would be taken at the rate which backing has heretofore been permitted but this additional 20 seconds time and a speed of not over THREE miles per hour, is necessary to safety in backing these cars and they must never be backed by the operator alone without a supervisor or some authorized employee on the rear at a greater speed than 3 miles per hour no matter how late the operator may be or under any other circumstances.

When an emergency stop is necessary the operator should use the "dead man control" by simply removing his hand from the air lever.

The special gong that has been put upon these cars is rather loud and may prove annoying if rung unnecessarily late at night. We do not want operators to ever take any chance of an accident from neglecting to ring this gong while backing but one pressure on the gong giving a few strokes at intervals of 5 seconds or every 20 ft. will be considered continuous ringing of this loud gong and it should be rung in this way late at night.

When motormen followed the preceding instructions, the neighbors complained about the noise.

We are continuing to get complaints

about the ringing of the air gongs in backing cars at the 62nd Avenue West wye. These air gongs should not be used any more than absolutely necessary. An operator should only hold his foot on the gong valve long enough to get three or four, strokes of the gong. Operators should never hold the lever down for any length of time as this makes too much noise.

Eventually DSR installed backup controls which eliminated the noisy gongs and made reverse moves much safer.

Although most of the system was double track, there were several stretches of single track, often at the outer ends of lines. Single track cost less to build and maintain, but created the potential for head-on collisions. Here are some orders that tried to prevent that.

Beginning Thursday, November 1st, a purple right-of-way board will be used on the single track on the 21st Street and Grand Avenue Line between Tower Avenue and Grand Avenue. This board will be displayed in the front window of every car running between these points.

No car must ever be run on the single track between these points without this right-of-way board being displayed in the front window, unless the motorman has received instructions from the starter, foreman or superintendent, to run through without a right-of-way board on that particular trip, except that if telephones are out of order, or other cause which make it impossible for a motorman to communicate with the starter, foreman or superintendent. From any meeting point, when it is necessary to proceed on orders without a right-of-way board and when the car carrying the right-of-way board is not in sight, the motorman will proceed with extreme caution. He will keep a close lookout for a car coming in the opposite direction, and run very slowly if view is obstructed by thick weather. If a car is

observed approaching, both motormen will stop at once and one of them will back up as instructed in rule number 83. The motorman on the car which is backed up will of course take the right-of-way board when the cars pass at the meeting point.

No snow plow, service or other car must ever be run over this single track without permission from the car starter, or foreman of the Superior Division.

There were only two streetcars assigned to the 1.8-mile, single track Highland line, so you'd think the rules preventing head-on collisions would be simple. Think again.

Beginning April 8, 1917, we will use right-of-way boards on the single track between 8th Street (top of the Incline) and the turnout and between the turnout and the upper end of the Highland Avenue Line. The red board will be displayed on cars running between 8th Street and the turnout and a blue board on cars running between the turnout and the upper end of the line. The motorman on the first regular car leaving 8th Street must have the blue board and the motorman on the second or extra car the red board, hung in the front vestibule window on the left side when pulling out.

Motormen must exchange boards when they meet at the turnout and will see that the proper board is displayed before entering either section of single track on any pullin in trip. The motorman of the extra car will deliver the red board to the motorman of the regular car when meeting him at the turnout and will pull in from the turnout without any board. The motorman of the regular car will from that time until time for the extra car to be pulled out again keep both boards displayed.

Before leaving 8th Street on any trip that is to be followed by the extra car the motorman of the regular car will leave the red board with the Incline engineer and will run to the turnout without the red board, which will be obtained from the



The upbound Highland car awaits the downbound car at the line's only siding. The motorman is holding the right-of-way board and will hand it to the other motorman.

Incline engineer by the motorman on the extra car when he pulls out.

Boards will again be changed when meeting at the turnout until the motorman on the extra car leaves the turnout upon his pulling in trip, on which trip he will run from the turnout to 8th Street without a board. This will be repeated whenever the extra car is to go out.

It will be seen that the only time any car may be run on single track without the proper board displayed will be when the motorman upon the extra car is pulling in from the turnout after having met the motorman on the regular car, or when the motorman upon the regular car has left the red board at 8th Street to be taken by the motorman of the extra car that will follow him. It will also be seen that the extra car can never be pulled out without the motorman on the regular car preparing for it by leaving the red board with the Incline engineer on the preceding trip and that no motorman can ever be taken unawares by unexpectedly meeting the other car on the

line even though he might forget or miscalculate the time. It is of course important that the regular motorman should never forget to leave the red board before starting out on any trip when the timecard calls for the extra car to follow him.

It is also important that the motorman upon the regular car pulling out upon the first trip in the morning should make sure that he has only the blue board on his car and that the red board is left for the motorman on the extra car.

So that a car is not met at the turnout by a motorman going in either direction, and carrying only one right-of-way board, the motorman will wait five minutes and if the other car is not then in sight he will proceed cautiously on to the single track. When so running and when approaching any curve or section of track so located that the motorman could not plainly see any car approaching from the opposite direction he will run with extreme caution and when within 400 ft. of any point where the track leaves his view will give two or more

blasts of the whistle, each continuing two seconds with a pause of two seconds between. A safety stop must be made 25 ft. from the beginning of any such curve.

Whenever the two Highland cars do meet on single track necessitating one of them backing up a written report should be made of the occurrence by each operator.

Eventually most of the use of right of way boards was replaced by electric Nachod signals that detected a car occupying a single track and warned any opposing car to stay at the meeting point until the opposing car appeared.

Signals have been installed in the single track block at the end of the New Duluth Line. The use of right-of-way boards will be discontinued at this point, and the rules covering operation with Nachod Signals observed.

Some motormen are not sounding two blasts of their whistle when approaching (the single track that ends at) Wabasha Street west bound on the Woodland Line. All motormen should be careful to give two blasts of the whistle when approaching this intersection where the fire hall is located, when west bound.

With Nachod signals in operation on the single track at the end of the Woodland line it is not necessary for motormen to sound two blasts of the whistle at Wabasha Street.

However, when passing the fire hall at Wabasha Street and Woodland Avenue, motormen will slow down and have car under complete control when going in either direction.

The Interstate Bridge was a constant source of delays when opened for lake boats. DSR tried to cope with technology.

Telephones have been installed in locked boxes on a pole at the Superior approach to the Interstate Bridge, and on Pole No. 24 on the Superior side of the Lamborn



A Nachod signal at 24th Avenue E. and Superior Street.

Avenue Bridge. These telephone boxes can be unlocked with motormen's coasting recorder keys.

Whenever a Duluth bound Crosley Avenue car is delayed by open draws, or other cause, and there are indications that the delay will continue more than 10 min., the conductor will use one of these telephones to call the station foreman at 26th Ave. West and ask for instructions.

The Police Department reports that some motormen are running at a very high rate of speed when east bound between 92nd Ave. West and 81st Ave. West on the Morgan Park-New Duluth Line, but so far have made no arrests.

A very serious accident might result if a car left the rails when approaching the fill at 81st Avenue West and motormen must keep their speed well under 20 miles an hour when approaching 81st Ave. West.

When you're running a streetcar all

day, where do you find a bathroom? The answer was to rent the use of those in local businesses. This practice continues to this day. Here are two examples.

Arrangements have been made for the use of a toilet at the Rex Pharmacy, 1902 East 8th Street. Employees will discontinue the use of the toilet at the end of the Piedmont Avenue Line and make use of the facilities at 1902 East 8th Street instead.

Effective Nov. 1st 1928 arrangements have been made for the use of a toilet in the rear basement of Ole Olson's new drug store at the end of the Piedmont Avenue Car line.

Our men will have the exclusive use of this toilet and we want to keep these premises in a very clean and sanitary condition and men are cautioned to see that the place is kept neat and clean.

Keys will be furnished to each employee by depositing 25 cents with the clerk in the

drug store, such deposit to be returned when the key is returned. Employees are cautioned to be sure to lock the door to this toilet room when leaving.

The telephone in the drug store also can be used by our employees free of charge.

Smoking or using chewing tobacco or snuff in an offensive manner while on duty is forbidden. When chewing tobacco or snuff is used so that it appears upon the lips or in the corners of the mouth and particularly so that it necessitates spitting, it is being used in an "offensive manner."

Therefore, the use of chewing tobacco or snuff on duty is forbidden except to those who can use small quantities without spitting and without its appearing outside their mouths.

President Coolidge and party are expected to arrive in Superior at 8:30 A.M. Friday, June 15th, 1928. The Chief of Police has notified us that he will stop all traffic on Tower Avenue from Winter Street to Belknap Street when the President and Party arrive there and start south on Tower Avenue.

All motormen on cars on the route taken by the President when they see President Coolidge approaching will stop their car and remain standing until the President has passed.

Police officers will be stationed at all intersections from Winter Street to Belknap Street on Tower Avenue, and also at most of the intersections on Belknap Street. Motormen will watch for and obey any signals or instructions these police officers may give them.

Car men waiting to make reliefs at 26th Ave. West and 3rd Street will be careful not to damage the lawn or other private property at this intersection.

As the number of private autos increased, so did their impatience with streetcars stopping to load and unload.

Complaint has been made that some delay is caused to automobile drivers by one-man car operators not closing their doors promptly after passengers have left or boarded the car. It is stated that several passengers may board a car and the operator takes time to collect fares, make change and issue transfers before closing the doors. It is claimed that occasionally the same thing occurs on a two-man car and that the conductor in making change neglects to signal his motorman promptly to close his gates after passengers are aboard. All car men should keep this in mind and avoid delaying vehicle drivers who are forbidden to pass open street car gates or doors by seeing that they are closed as promptly as possible. Care should be used, however, to see that passengers are not caught in the gates or doors.

It appears that some motormen on the one-man cars on the West Duluth to Aerial Bridge Line are holding the air lever down by throwing a leg over it. This practice must be stopped, at once. The levers are not only being badly bent, but the safety feature of these cars is being defeated.

Car men will keep in mind that cars 183 to 294 inclusive are too wide to be backed in on tracks 1 or 6 in the east car house. All other cars including the Birneys and West 4th Street cars can be backed in on tracks 1 and 6.

The paving of West Michigan Street was decided upon rather suddenly, and is to be started immediately. This work will necessitate a revision of schedules and re-selection of runs. A temporary track is to be constructed so that ordinarily we will have double track between 8th Ave. West and 14th Ave. West. Two minutes additional running time has been allowed for this stretch of street, and motormen should reduce speed and run very carefully. Motormen should use their whistles freely when approaching steam or electric show-



The site of the speed restriction on the fill at 81st. As with bridges, there was concern that a derailed car would plummet over the edge.

els or gangs of workmen in order to avoid accidents. We expect the paving work to be finished in time to go back to the regular schedules on or before November 1st.

* * *

During the paving of West Michigan Street between 8th Ave. West and 14th Ave. West, which was started today, the following instructions will be observed!

Speed must not exceed six miles per hour when passing over any part of these cross-overs.

Special care must be exercised in approaching the torches which mark the locations of the crossovers at night to avoid danger of derailment.

When approaching cross-overs, conductors must be on rear platform to guide trolley and be in constant readiness to signal the motorman to stop in case trolley leaves the wire. Flagmen will look after the trolleys on all one-man cars.

Motormen will give two short blasts of the whistle when approaching and within 75 ft. of the electric or steam shovel as a warning to the shovel operator of the approach of the car.

* * *

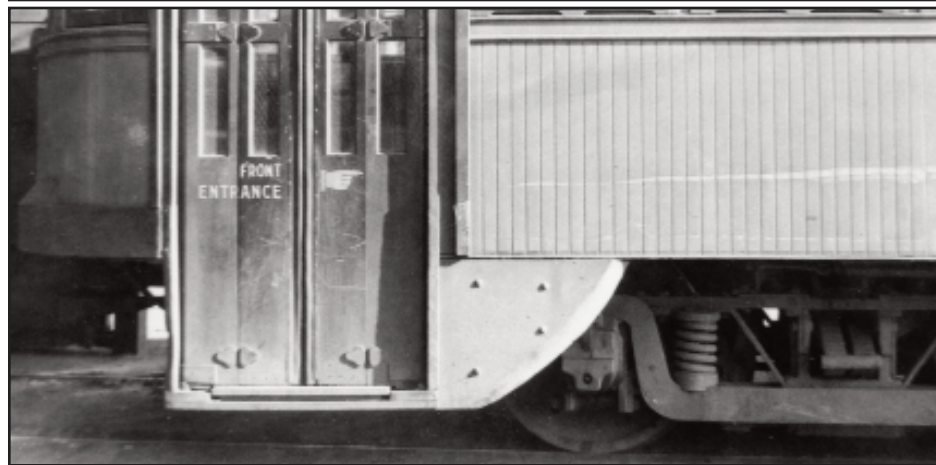
The conversion to mostly one-man streetcars began in 1928, resulting in a mix of one- and two-man cars for two years. This was confusing to passengers, who had to notice front dash signs directing them to board through the front door (one-man cars) or through the rear gates (two-man cars).

Numerous reports are coming to us of passengers being passed up by the front entrance cars, not so much because the operator does not see them but because of the time and trouble it sometimes takes to get a stranger to understand that they can get on only at the front entrance.

I have personally observed operators pass up passengers in this way. There appears to be almost as much of this since the last change in runs as there was when these cars were new to the public which would indicate one or more of the men



Conversion to one-man operation meant loading passengers at the front door, confusing many who were used to boarding at the rear. DSR responded with these signs.



selecting these runs at the last change and not having worked on such cars before are not giving as careful attention to the picking up of all the passengers they can get and doing their part toward educating strangers to front entrance cars as they should.

We fully realize that there are occasional instances of persons who are apparently strangers to this type of car appearing very stupid, ignoring the signs that are painted

on both front and back entrances and even disregarding a call from the operator to come forward. We realize that in some such cases a considerable amount of time must be lost to get such a passenger aboard but cases cannot be very frequent and will decrease in frequency where there are fewer strangers in town than there are now and after residents in the city who ride very infrequently have had their first ride.

We now need the fare of every passenger

we can get and also need to avoid the bad feeling that is caused to onlookers as well as the person passed up. In most such cases the operator can succeed in calling the passenger forward without much delay but in some very rare cases of seeming bewilderment it might even be better and save time for the operator to step off his car to get the passenger to come forward than to run away and leave him standing there. This, however, will seldom if ever be necessary if the operators, and particularly some of the men who have just taken these runs, will be a little more active

Try to get such persons to come forward quickly and be a little more careful about running away from them too quickly. In no such case should an operator ever reprove or in any way make fun of such bewildered person no matter how stupid he may appear and how much delay he may cause.

We do not want delays from this cause to cause dissatisfaction of other patrons with the service and it is up to the operators of these cars to use good judgment in these matters and they will find that such delays will very rapidly decrease.

* * *

The attention of all motormen and one man car operators is called to slippery rail conditions which will occur when the leaves begin to fall. Sand should be used freely and cars operated with extreme caution, especially on down grades. It will be found however that after the rail becomes coated that sand will have little affect and slow speed will be the only safe remedy under such conditions.

* * *

Calling connections with shuttle buses.

Conductors on west bound Piedmont cars should announce when approaching 23rd Ave. West and 10th Street;

"23rd Ave. West and 10th Street. Transfer Point. Change here to Hermantown Bus," or to "Boulevard Bus" as the case may be.

Conductors on Kenwood Avenue and East 8th Street cars should announce when approaching 6th Ave. East and 7th Street. "6th Ave. East and 7th Street. Transfer Point. Change here to Boulevard Bus or to 3rd Ave. West Bus" as the case may be.

Conductors should be familiar with the bus time card so they can inform passengers which bus the car connects with on each trip. Copies of the Boulevard Bus Line time card giving the route of the trips can be obtained from the station foremen.

TREADLE STEP CARS - Lester Park, & Woodland

New temporary schedules to run until Nov. 1st will be put in effect Monday. Oct. 8th. Four converted one-man treadle step cars will be put in use on some of the Lester Park and Woodland runs.

Operators on these one-man cars will be very careful to stop their cars at passenger stops in exactly the same location as they have been doing with two-man cars. There is a tendency for one-man car operators to stop a front entrance car with the front end just a little past the cross-walk, leaving the rear part of the car standing in the intersection.

It is required by city ordinance that street cars must not be stopped for passengers with any part of the car extending into the street intersection. It may delay the loading of passengers slightly until they become accustomed to the new cars but operators must see that their cars are clear of the intersection before making a passenger stop. It may be necessary to provide satisfactory boarding places at a few car stops and this will be done.

We expect to do some work shortly on the telephone wires on the Incline Railway. When work is started on the east side the West car will run between Superior Street and 4th Street and the East car between 4th Street and the hill top—all passengers being transferred from one car to the other

at 4th Street. The operation will be reversed when work is started on the west side. These short trips will be made only between the hours of 8:30 A.M. and 4:30 P.M. cars running through at all other hours.

We recently had serious trouble at 24th Ave. East and 4th Street in wying East 4th Street cars on account of slippery rail. It seems that the rail was in bad condition on 24th Ave. East all day but no report was made and nothing said about it.

Motormen should use sand freely when rail conditions are bad. At a terminal such as at 24th Ave. East and 4th Street when it is difficult to sand the rails in the regular way, the motorman will sprinkle some sand on the rail in the curve by hand, and

The rear door opened only when the car was stopped and someone was standing on the step treadles.



An electric switch installed at 3rd Avenue W. and Superior Street.

the conductor may assist him.

All car men are urged to use the greatest care especially when we have bad rail, and do everything possible to prevent cars getting beyond control. In case they do have trouble at any point on the line from this cause it should be reported promptly to the car starter.

Motormen should always see that they have a supply of sand in the sand box when taking a car.

Wednesday night, Oct. 31, is Hallowe'en. All car men will be on the lookout for obstructions on the track and trolley wires and for greased rails. All motormen should be careful to have their cars under complete control in order to avoid possible accidents.

Conductors should give close attention to their trolleys in localities where boys are known to congregate.

We have received complaints that passengers have been annoyed by someone passing out political advertising pamphlets, and also religious pamphlets, on street cars. Any party seen passing out any literature to other passengers should be told very tactfully and politely that such a thing is not permitted on street

cars. If passenger persists after being cautioned, conductor should endeavor to get the name and address of such party and turn in a report.

Prior to the installation of electric switches, DSR had to either station a full-time switchman to do it, or it fell to the streetcar crew to pry it over manually with a switch rod.

Subject. Electric Track Switches —
Garfield Ave. & Superior St.
Piedmont Ave. & "
21st Ave. W. & "
Belknap St. & Tower Avenue.

Electric track switches have been installed on the branch-offs at Superior Street, west bound, to Garfield Avenue, at Superior Street, west bound, to Piedmont Avenue, and at Superior Street, west bound, to 21st Avenue West in Duluth, and at Tower Avenue, south bound, to Belknap Street in Superior.

Motormen and one-man car operators will not approach closer than 30 ft. of the car ahead at any electric switch. They will approach switches at slow speed and have car under full control. Speed must be reduced to 1 mile per hour when trolley runs over contactor.

All of the new switches are installed so that the switch tongue is set for straight track when the trolley moves under the contactor with power off, and for curved track when trolley moves under the contactor with power on. Particular attention is called to the operation of the two switches at the intersection of Garfield Avenue, Piedmont Avenue and Superior Street. Due to the short distance between the two track switches at this location it was necessary to set the overhead contactors only 19 ft. apart. In operating over these switches it will be necessary for a Superior bound car to run over the Garfield Avenue switch contactor with power on; a car bound for a terminal west of Garfield Avenue and Superior Street to coast under both contactors; and for a west bound Piedmont Avenue car to coast under the Garfield Avenue switch contactor and to pass under the Piedmont Avenue contactor with power on.

All operators will closely observe the action of the switch point when the trolley passes under the contactor and in case switch does not work properly be prepared to stop their car before striking switch. The fact that the electric switch does not operate properly will not excuse any motorman running into an open switch.

When snow plows are in operation they will be given the right-of-way over passenger cars, and when a snow plow motorman signals with three blasts of his whistle any passenger car immediately ahead of the plow will pull off the main line at the first switch or siding and give the snow plow the right-of-way.

In case of a one-man passenger car the motorman on the snow plow will assist the one-man operator in getting back on the main line after the snow plow has passed, the switch, in bad snow storms car will observe whether or not any snow plow is following closely and make it a point to see that the snow plow gets the right-of-way at

the first opportunity.

The city electrician and the Police Department have notified us that some of our cars strike the electric stop and go signal at Broadway and Tower Avenue when passing it. Our cars were striking this traffic signal when passing it, frequently, until about four months ago when we raised the inside rails of our track. Since this time we have not had any complaint of this nature until the last three days. This causes serious damage to the surface of our cars, and also breaks the filaments in the lamps in the traffic signal.

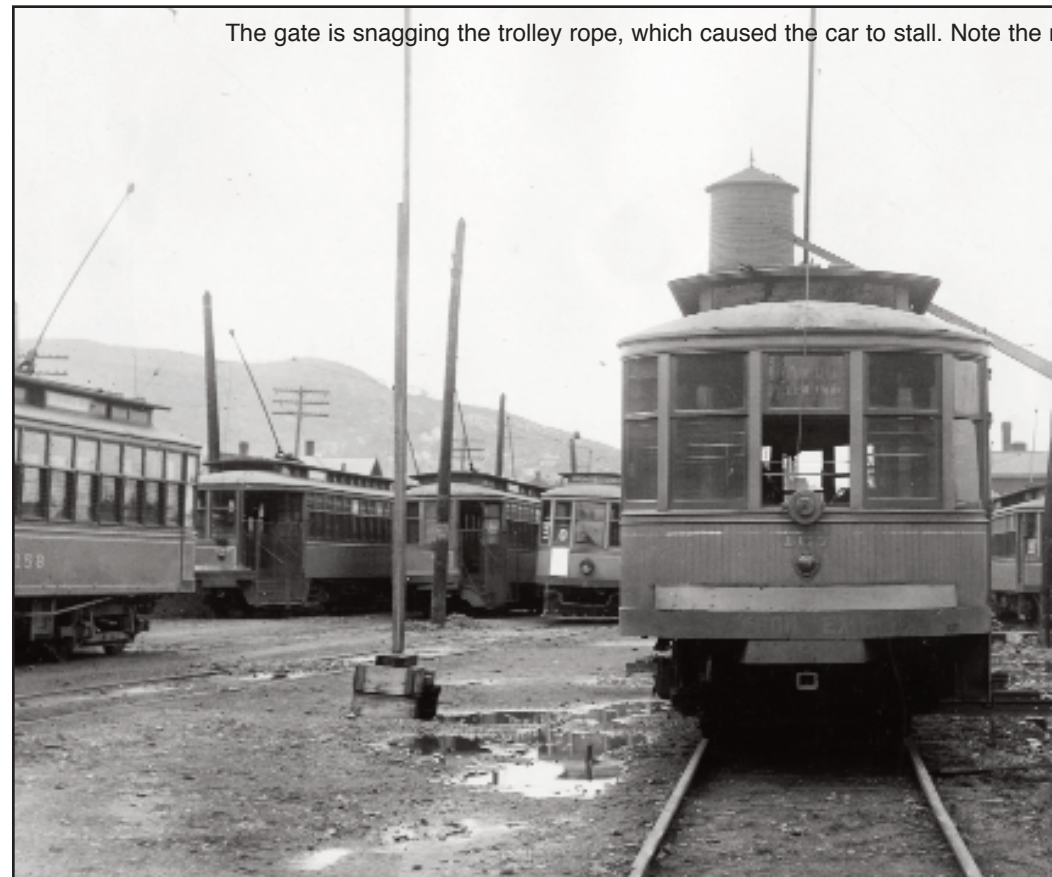
Hereafter all motormen will run very slowly when passing this traffic signal, and if their car touches it they will report the matter with car number, to the car starter or at the office as promptly as possible so that we can find out what is causing it, and have the condition remedied.

On and after today and until the boats begin to run again in the spring, the safety stops and flagging will not be required at the Duluth-Superior Bridge nor the Lamborn Avenue Bridge. However, motormen must run slowly on and off both draws either during daylight or after dark.

Reenacting a crash

-Aaron Isaacs

The worst accident in Duluth Street Railway's history happened in Superior on the night of January 6, 1927. A Billings Park streetcar was crossing the Great Northern tracks on West 21st Street. The crossing was guarded by wooden gates manually lowered by a crossing guard in an adjacent shanty. An approaching passenger train was about two blocks from the crossing when the gates were lowered and the streetcar suddenly stalled on the tracks. The engineer tried to stop, but it was too late. The



The gate is snagging the trolley rope, which caused the car to stall. Note the



mockup of the three railroad crossings.



train broadsided the streetcar, which in turn demolished the guard shanty. Six streetcar passengers were killed and 17 other people were injured.

When I related this story in Twin Ports by Trolley, I didn't realize that DSR had staged a reenactment of the accident at its Duluth carhouse. They apparently did this to better understand what had happened. Furthermore, they documented it with photos and we have six of those in the MSM photo collection. At the time, however, I didn't understand what the photos showed.

They are dated May 27, 1927. They feature streetcar #167, identical to #169 which was demolished in the collision. Both were from the group of 8 standard cars converted to one-man operation in Superior in 1924, and they differed somewhat from later conversions.

On track 30, part of the 5-track storage yard in the block west of the main carhouse, DSR built a mockup of the crash scene. Short pieces of rail were placed at right angles to the streetcar track to indicate the location of the three railroad tracks. The wooden crossing gate was replicated and correctly placed in relation to the single streetcar track. It was common practice for streetcar crossings of railroads to be narrowed to a single track. Because the railroad was there first, the streetcar company had to build and maintain the crossing, and one track cost less than two.

The photos show what the post-accident review determined. The crossing gate arm came down on the rear of the streetcar roof. It snagged the trolley pole rope, which pulled the pole off the overhead wire. The streetcar lost power and stalled on the tracks.

Because of the crash, the grade

crossing was replaced with a bridge that opened three years later.

DSR runs the Park Point line 1917-1931

-Aaron Isaacs

Duluth Street Railway bought the Park Point line in 1917. It had been independently owned and operated since its opening in 1890. The line was a financial loser and would remain so until its discontinuance in 1931. We don't know for sure, but it's probable that pressure from the city caused the takeover, as a way to preserve service on Minnesota Point. There's no question that residents depended on the streetcar.

Let's set the stage. In March 1930, DSR general manager Herbert Warren wrote the history of the Park Point line as he recalled it. Edited down, it nicely introduces a review of DSR's ownership period.

My first visit to Duluth was in 1891 or 1892. I came again in 1893 and although I had not expected to do so, it turned out that I remained. As I recall it, the street cars on Park Point were still drawn by horses or mules in 1893 and for a number of years after that but the street cars on the main land had all been electrified two or three years before that, in 1890 or 1891. In fact I cannot now recall how long I was in Duluth before I visited Park Point but I do vaguely recall that the only means of communication between Park Point and the main land was a large row boat very much like the boats used by the fishermen along the North Shore. These boats were docked, as I recall it, at the foot of wooden steps leading down through the old wooden piers of the canal. Our company, which had been operating since about 1884, had no connection whatsoever with the Minnesota Point Street Railway Company and as I

had my hands full, I must admit that I didn't give it very much attention in those days.

It was not until about 1905 that I paid very much attention to the Street Railway on Park Point but in that year the merchants in Duluth, the Duluth Commercial Club and the people then connected with the Park Point Street Railway conceived a brilliant idea that it would be a fine thing to establish an amusement park on Park Point.

It had been for a number of years quite the thing for street railway companies to be interested in amusement parks. Some of the street railway companies in warmer climates may have made enough profit out of hauling people to and from such parks at 5 cent fares to warrant their becoming interested in the amusement parks but in this locality with an average of only ten really pleasant Sundays and holidays in three hundred and sixty-five days, the amusement feature of the street railway business was always a losing proposition and our company was very reluctant to have anything to do with the amusement enterprise on Park Point but like some other things, we could not withstand the pressure of the Commercial Club and the merchants and the then owners of the Park Point street railway company and reluctantly and against our better judgment, we did invest between three and four thousand dollars in the White City on Park Point. Some of you may recall how long the White City lasted and what a failure it was financially, although it perhaps did attract visitors to the point and furnish innocent amusement while it lasted.

The White City was first talked of in the early part of 1906 and I think it started operation in the summer of 1906 and operated during part of the summer of 1907 but by the fall of 1907 it was hopelessly involved in debt and made an assignment for the benefit of its creditors in May, 1908.

The outcome was that our Company

lost every penny of the three or four thousand dollars it put into the enterprise and the other owners lost all they put in as well. While the amusements attracted some traffic on the Park Point line, they did not add as much to the traffic on the main line as you could put in your eye.

The next thing that attracted attention of our Company to the Park Point Street Railway which had then become known as the Interstate Traction Company and which had very ambitious plans for some time operating into Superior from the lower end and which had a full set of officers, president, vice president, general manager, superintendent, etc., was a constant demand made of both of the companies by the people on both sides of the canal for some kind of an arrangement whereby passengers could be carried from any part of the street railway system on the main land to the end of the line on Park Point for one fare.

Early in 1908 there was much talk of a single fare to and from Park Point by means of transfers between the companies. As there was no corporate connection whatever between the two companies, there was no way to bring this about except by agreement between the companies. I recall very distinctly that in order to meet the insistent demand and put an end to a long drawn out controversy, I proposed that the two companies should simply exchange transfers. This, however, would have had the effect of each company getting a 5 cent cash fare for each round trip of a passenger and would be equivalent to 2 1/2 cash fares each way. The Park Point Street Railway people claimed that they were losing so much money as it was that they could not consider reducing the fare on their line to 2 1/2 cents by means of such transfers. I did not feel that our Company could afford it either but we nevertheless finally consented to, in effect, cut our fare to Park Point residents one-half to 2 1/2 cents regardless of what the Park Point Company might cut its fare. The

Park Point Company concluded that the most they could cut their fare was 1/2 cent and that resulted in the 7-cent fare which was in effect up to the time our Company bought the Park Point Street Railway property.

Some of you will remember that the way the 7-cent fare was handled was this: A passenger coming from Park Point would pay a 7-cent cash fare and receive a transfer good on the street cars on the main land. This transfer would be taken up on one of our cars and the Park Point Company would give us 2 1/2 cents out of the 7 cents they had collected for redeeming it, leaving them 4 1/2 cents and leaving us 2 1/2 cents for the through ride. Going the other way we would collect only the regular fare of 5 cents on our cars but issue a transfer which would be good on the Park Point car together with 2 cents in cash. Then when that transfer was returned to us, we would give the Park Point Company 2 1/2 cents for redeeming it and this again would leave us with 2 1/2 cents and the Park Point Company with 4 1/2 cents for the trip in that direction.

This arrangement with the 7-cent fare was an improvement over the old arrangement largely at the expense of our Company which has always, it seems, had to hold the bag and take over bankrupt lines after someone else had gone broke trying to operate them. But it still was not satisfactory to the patrons and finally our Company arranged to buy out the Park Point Street Railway Company and operate the line as a part of our system and without collecting an additional fare. The transfer of the property was effected in 1917.

I have not the remotest idea how much was lost in attempting to give street car service on Park Point before our Company became interested. It was even possible that for a short time in the early days a little money had been made. Our company did not pay a very large price for the Park Point Street Railway system, at least the

first cost was not very great, but the losses from operation have been very severe, although we have tried to give the people of Park Point just as good service as it was possible for us to give under the circumstances.

In 1918, the first full year that our company operated the Park Point Street Railway line, the operation cost us not less than \$40,000. and the total revenue received was but little more than \$15,000. In 1924 the cost of operation of the line was very much more than \$40,000. and the total revenue received was little more than \$18,000. In the past year, the year of 1929, the operation of the line has cost our company not less than \$40,000, and the total revenue received was little more than \$16,000.

You will understand from this that the purchase of this street railway property by our company, while benefiting the patrons on the line by transporting them for a single fare, was not by any means a profitable one for our company but on the other hand there are some other street railway lines in Duluth and Superior that have lost almost as much in operation as the Park Point line has lost. We are hoping, that with this new bridge in operation Park Point may develop and prosper to such an extent that its street railway line, by whomsoever operated, will yet become a profitable line.

Following the DSR takeover in 1917, Park Point ridership actually increased through 1921, topping out at 415,892 for the year. Then began a steady decline. By 1929, it was down 48 percent to 215,884. As stated above, DSR hoped that through routing the streetcars to downtown over the rebuilt Aerial Bridge would reverse the slide, but it was not to be. 1930 saw a further decline to 185,778 riders.

A series of company memos tells what confronted DSR when they initially absorbed the Park Point line and later, when the opening of the new

Aerial Bridge eliminated the line's isolation.

DSR cuts costs

Because the line lost money, the first priority was to reduce costs, and the obvious first target was the conductors. It took two cars to run a 20-minute frequency. Before DSR, both cars had a motorman and a conductor, four crew members in all. DSR employed a little schedule sleight of hand to get rid of one of them. The line was single track with a passing siding at 27th Street, the halfway point where the inbound and outbound cars met. Ridership was heavier between 27th and the canal, so a two-man crew was retained between those points.

The motorman shuttled between the canal and 27th. The conductor ran the car alone between 27th and the outer terminal at 43rd Street.

In 1919, DSR purchased three double-ended, single truck Birney safety cars. They were designed for one-man operation and ended the regular use of conductors on Park Point. Drawing only half as much power as the old double truckers, the Birneys would reduce costs further. However, being single truckers, they would have trouble on Park Point's doubtful track, hence this list of repairs to be made before they appeared.

I am considerably worried over the condition of the Park Point line especially in view of the fact that we are about to put in operation some single truck cars.

I have been over this line several times and among the things which need attention that I have noticed are as follows:

The switch at 8th St. on the north end of the wye is in bad shape, either loose or broken causing cars to become derailed frequently.

The curve at 14th street needs elevation and the sand needs draying away from



DSR purchased six Birneys in 1919. Three were double ended and went to Park Point.

13th Street.

The switches at the 16th St. siding, 27th St. and 37th St. need attention and the frogs at the above points are either worn out or broken.

There is a piece broken out of the rail at 29th Street and the joints from 15th St. to 43rd St. are very low and need to be taken up and the tracks lined.

The ties are in my judgment in need of renewal as they are all badly rotted. I think the ties should be covered up as there is plenty of sand close at hand.

The track joints need tightening as well as to be raised and the strap irons are missing from the last section at the end.

There should be a good tie chained near the end of the track at 43rd St. to serve as a bumper as a car is liable to run too close and strike the bathing house.

From Oatka Beach down to the end the sand has been washed out by the action of the waves and in several places has undermined the ties.

In addition to the above the bushes which scrape the side of the car should be

trimmed off. In my opinion it will take a good six weeks for a crew of men to put this track in condition to operate single truck cars with success.

The Birneys may have reduced costs, but they weren't popular with riders. This letter to the editor explains why.

To the Editor of The Herald:

I have been a resident of Park Point for the past fifteen years and never before have we had to put up with such intolerable cars. I feel perfectly safe in saying that the residents of Park Point would much rather endure the old forty-minute service and have warm cars than freeze in these "animated popcorn wagons," but popcorn wagons are a good deal warmer.

And then again the company tries to squeeze about seventy people in the "doll buggy," where our old car was none too large. Park Pointers are just as human as any other people in Duluth and not to be trampled upon.

According to a later memo, the Birney cars ran on the Point for "several years and later when we got short of equipment the (older) Park Point cars were fixed up for one-man operation and the Birney cars removed".

Life on the Point

Park Point was its own small town, and its streetcar line was casual in ways unknown elsewhere in Duluth. Management was not pleased, as reflected in a 1919 memo.

We are having some difficulty on the Park Point line keeping the passengers from riding in the front vestibule with the motorman. The passengers also persist in spitting on the floor. The suggestion has been made that we should have a small printed sign in the vestibule which the motorman could refer to prohibit passengers to ride in front with the motorman.

Two memos dated a week apart in 1919 illustrate the time pressures motormen faced. Bear in mind that the schedule required cars arriving at the 43rd Street terminal to immediately reverse direction and leave the same minute they arrived. There was 4 minutes of layover at the canal.

Men on the Park Point line have com-



This is a typical view of the Park Point line, laid on sand alongside Minnesota Avenue.

plained that the privy located at 43rd Street is in poor condition and needs prompt attention. They claim that it is tilted to one side and needs to be re-set.

Since using the privy had to take more than zero minutes, here is what awaited them at the canal end of the line, to ensure a connection with the Aerial Bridge's traveling gondola and the subsequent connection to the streetcar on the other side of the canal.

I called the Aerial Bridge this morning to find out the running time of the Aerial Bridge. The motorman in charge states that the running time between piers is two minutes and ten seconds and that they leave the north pier (every ten minutes) on four and the south pier on the seven and eight depending on whether or not they wait for belated passengers.

The Aerial Bridge (street)car now arrives at the Canal on the one, having a three-minute layover and leaving on the four after connecting with the Aerial Bridge. The Park Point cars arrive at the Canal on the three and leave on the seven.

In other words, a motorman at 43rd Street had just under four minutes to reverse the streetcar and use the privy or the connection to the bridge and subsequent connection to the streetcar into downtown would be missed.

Park Point was famous for having the nation's only streetcar fire engine, because of its isolation and lack of paved roads. Fireman W. W. Forsyth lived on the Point, so he became the chief of an otherwise volunteer fire department. During his weekly day off, who fought the fires? DSR wanted to know.

I called Fire Chief Randall and told him that I understood that fireman W. W. Forsyth on Park Point was off one day each week and that no one was sent down to take his place on such days. I told him that it was my understanding that our obligation was to see that the fire car was run to



a fire and that our employees were not expected to do any fire fighting unless they desired. I told him that I was curious to have an understanding on this matter and gave that as my reason for calling him. He said that as far as he knew all we had to do was to run the car to the fire and that they would see to the fire fighting.

I understand that there has been a news-

boy who rides the Park Point Line without paying fare and that he has been giving the crews a daily paper for the privilege. I told Conductor Worth that this practice must be stopped and that it was against the state law to carry any passenger free and regardless of what had been the practice in the past it must be stopped right off.

I had Motorman J.E. Froggett report to

The Aerial Bridge's gondola crossed the ship canal every ten minutes on a set schedule, designed to meet the streetcars on both sides of the canal. Detroit Photographic Company photo, Library of Congress collection.

my office today for fighting with his Conductor Worth at the 43rd St. Terminal on Sunday morning. Motorman Froggett told me a long tale of woe about how Conductor Worth had been butting into his family affairs and had been continually throwing stones at him which caused him to become very much peeved. He states that Mrs. Worth had been bringing his lunch out to the car and because he would not stop in the middle of a block Worth was provoked and they had words. Said that on Sunday morning Conductor Worth did not give him his daily paper and claimed that there were only four left in the box instead of five as usual and that one word brought on another until one called the other a liar. Froggett then jumped at Worth and caught him by the throat but Worth scratched Froggett's face with his ring. Froggett then struck Worth over the eye and knocked him through two windows.

Motorman Froggett states that Worth turns his fare register at the car house and does not ring up the fares collected between there and the terminal and that he knows him to be a crook. Said that nobody down there likes him or would speak a good word for him. I sent this man back to work telling him that I would endeavor to straighten the matter out.

Here's the other side of the story.

Conductor Worth was called into the office today on account of fighting with Motorman Froggett at the 43rd St. terminal on Sunday morning. He states that Froggett has always felt bitter towards him because his mother-in-law garnished his wages for \$45.00 board rent a long time ago. States that Froggett was all to blame and struck him but that he did not strike Froggett and that when he made a pass at him he jumped sideways and Froggett put his fist through the window.

I spoke to this conductor about his work and asked him if it was true that he had been turning back his register before reaching the end of the line and he stated that he

does but that he always rings up the fares collected between there and the terminal and said all the rest of the men did it. He told me that he did not have any feeling against Froggett and was not to blame for the quarrel.

I sent this man back to work and told him that I was liable to order a change as I was going to do everything possible to separate him and his motorman.

I understand that school children are giving a good deal of trouble by riding on the (rear) fender when one man is in charge of the car and I am fearful that a bad accident will result.

Mr. Shearer informs me that the sand is drifting considerably on the Park Point line and that it needs to be hauled from around 14th St. and deposited for ballast at other points as the joints are very low. Said there has been no track men down there for six weeks prior to the little work they did a few days ago and that the sand is gradually piling toward the tracks and he fears that next winter the sand will tie us up. He said they had a great deal of difficulty with the sand last winter as it damaged our snow plow and hindered us from plowing the tracks because it was so close as to cause the snow plow to ride onto it.

Mr. Shearer informs me that there are a great many planks lying loose between the rails on the Park Point line placed there by different parties for the purpose of making it easier to run automobiles across our tracks to the houses and that the planks have frequently become caught in the fenders and other parts of the car. This is a dangerous condition as the planks are liable to be caught in such a way as to push through the car floors and cause injury to passengers. All of those planks ought either be spiked to the ties or taken up and Mr. Shearer informs me that they have several times before taken up all loose planks and thrown them into the ditch and if they

were again placed on the tracks without being spiked they were taken up.

Shopman Elmer Hagberg of Park Point called up this morning and told me that the mail man who rides during the lean hours of the day has been asking the men to make three special stops for him to throw off his bundles and I have authorized the operators on the Birney cars to accommodate him inasmuch as we permit the mail men in Duluth to carry their packages in baskets which is an exception to our general rule. I cautioned the operators to see that the stops were made at regular stopping places and that they were not in any way to be responsible for the mail.

Rush hour on the Point

The all-day 20-minute frequency became a problem because the single truck Birneys assigned to Park Point were too small to handle the rush hour. What to do?

I have a note from Mr. Brown asking for definite information regarding tripper service to be furnished on Park Point when the small cars arrive.

It appears that at present in the morning there is hardly enough traffic to warrant the running of extra trips, yet I am afraid that we will have trouble on the 7:30 and 7:50 trips leaving 43rd St.

It is doubtful whether one man can collect the 60 fares and get the car to the canal in time to make the present connections which seems to be no easy matter now.

In the evening four trips leaving the canal must be relieved. A ten minute service with one man cars would take care of it nicely but I understand that we only expect to use three on the Point.

Since we will have to reduce the number of men working on that line it will be a hard matter to get pull-outs run,

We could have an arrangement as follows:

A. M.

Pull out regular runs with large cars and one man on each.

Use one extra man between 26th St. and the canal as we have been doing in the winter.

Pull in large cars and replace with safety cars on trips leaving the canal at 7:30 and 7:50 A. M.

P. M.

On trips leaving 43rd St. at 4:30 and 4:50 change back to large cars using an extra man between 26th St. and the canal.

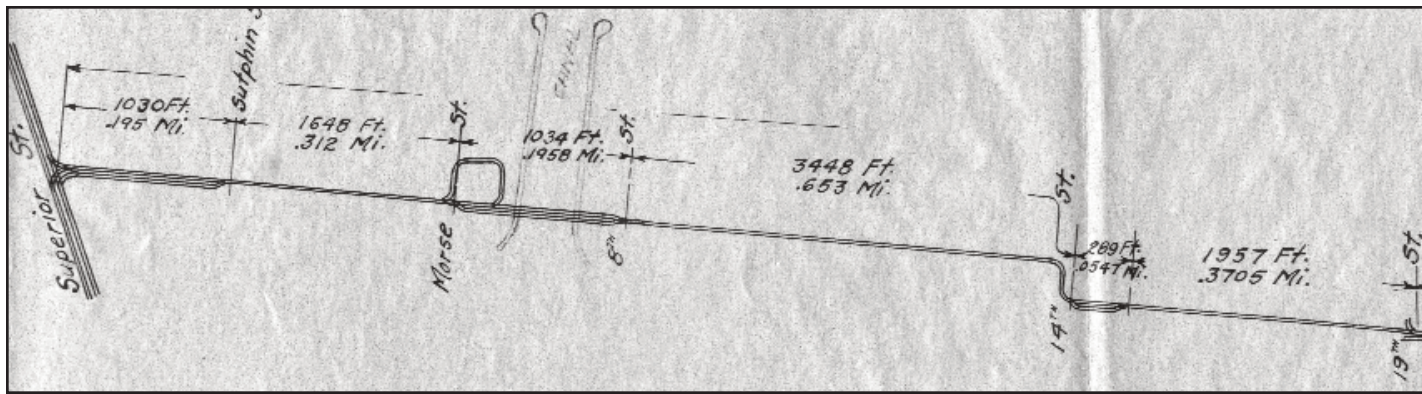
Change back to the safety cars on trips leaving 43rd St. at 6:50 and 7:10 P. M.

Operate one safety car as an extra on a 20 minute headway between 26th St. and the canal. Run both cars together - large cars to make no stop except for boarding passengers until 27th St. is reached, south bound.

We planned to operate with 5 men over there and we would not have to increase the number with this arrangement as it requires only 3 men in the morning and 4 in the evening. We ought to be able to get along in the winter with small cars and no extra trips.

The real rush hour on the Point occurred on some summer Sundays as Duluthians headed to Oatka Beach. For reasons unknown, on Sunday July 7, 1921, the line was swamped by 10,800 passengers. Normally two cars were scheduled. All seven available cars were deployed and it still wasn't enough. DSR responded by installing temporary tracks and overhead wire on the Aerial Bridge and ferrying two of its standard cars to the Point. Since there were no turning facilities, they were coupled back to back and ran as a train with a motorman and two conductors.

Through routing over the Aerial Bridge



Above: This is the track layout across the new lift bridge from Superior Street to the carbarn at 19th Street.

Left: The new lift bridge was constructed inside the framework of the original Aerial Bridge.

The 1929-30 conversion of the Aerial Bridge from a traveling gondola to a lift bridge promised to greatly reduce Park Point's isolation. The prospect of finally being able to run streetcars through to downtown Duluth was particularly attractive to DSR. Besides speeding the trip for its customers, it would permit the closure of the Park Point car-house. Hopefully it would also increase ridership.

Oddly, a 1928 memo says that there had been no

discussions between DSR and the City Engineer regarding streetcar tracks on the bridge. It was just assumed that it would happen.

Discussions did indeed happen in early 1929. A memo speculates on the track arrangement at the bridge, wisely proposing double track. At the time it was assumed that the West Duluth-Aerial Bridge line, which had always met the Park Point cars on the other side of the ship canal, would be extended to serve Park Point itself. Doing so raised a couple of issues. It would have required building a loop at 43rd Street, since all the regular Duluth cars were single ended. It also would have required extensive track improvements. The Park Point line's rail was lighter weight than the rest of the system and in poor condition. Due

DSR's purchase of the Park Point line included two streetcars built by St. Louis Car Co. in 1905 (below) and two more from Danville Car Co. (below right in 1911). They proved unpopular with Duluth residents along Piedmont Ave.



to its doubtful alignment in the soft sand, the Park Point cars had wider wheel treads than the Duluth cars, reducing the chances of a derailment.

If the regular Duluth cars couldn't operate on Park Point, could the Park Point cars be used in Duluth? There were four of them, all double truck, two built in 1905 and two more in 1911. Although built with four motors, one for each axle, three of them had been running with only two motors. The memo speculates that they could run with only two motors in Superior, which has no hills, but any Duluth running would require installing the 3rd and 4th motors. There was also concern that the wider tread would cause tracking problems in Duluth, and might damage the paving bricks next to the rail, although that proved not to be a problem.

The memo contemplates another option, to have the double-ended Park Point cars terminate at the corner of Lake Avenue and Superior Street.

DSR finally decided to upgrade the four Park Point cars with four motors,

replace the long longitudinal (side-ways) seats, and clean and paint the cars inside and out.

However, four cars weren't enough to run the new Park Point-West Duluth line. A series of other through routing options were studied and all were rejected.

Finally it was decided to through route Park Point with the short Piedmont line, which could be done with the four available cars, if the Birneys were used as spares. The West Duluth line was paired with East 4th Street.

Once in the shop, they discovered two problems peculiar to the double ended cars. The hand brakes had been wired so they couldn't be used, after boys had repeatedly set the brakes on the rear platform while the motorman was running at the other end. Similarly, kids liked to turn off the air compressor switch on the back platform, causing the car to gradually lose its brakes. Single ended cars didn't have these problems.

The four cars received motors and



Through Service for Park Point

Beginning Wednesday, March 12th, street cars will be operated across the new bridge span direct to 43rd Street and Minnesota Ave.

These cars will leave Piedmont Avenue and Tenth Street at 15, 35 and 55 minutes after each hour and pass Third Avenue West at 8, 28 and 48 minutes after the hour. They will leave 43rd Street for Piedmont Avenue at 15, 35 and 55 minutes after each hour and pass Third Avenue West at 16, 36 and 56 minutes after the hour.

Extra cars will be operated to provide a ten-minute service between Piedmont Avenue and the Canal during the morning and evening rush hours.

East Fourth Street cars, now running to Piedmont Avenue, will be routed to West Duluth via Superior and Oneota Streets.

In connection with the new schedule the car stops on East Fourth Street, Piedmont Avenue and Lake Avenue will be changed from "far-side" to "near-side" stops to conform with the present general practice. Look for the white pole band which indicates the side of the intersection on which the street cars stop.

Patrons of the present Park Point, West Duluth to Aerial Bridge, Piedmont to East Fourth Street and West Fourth Street lines are invited to ask for a revised time table and acquaint themselves with the new time of cars.

Twin Ports Electric Lines





Park Point wire car #13 was pulled by horses in the bridge-opening parade.

controllers from the earliest group of TCRT-built cars, #151-162. They also received standard Duluth fenders.

A couple of weeks after DSR decided to through-route Park Point with Piedmont, a delegation from the Park Point Community Club visited with a different idea. They wanted the Park Point cars extended to downtown only. More important, they wanted the Park Point carhouse to remain open, citing the possibility of isolation due to snow and bridge openings. DSR, of course, had no intention of honoring their request.

The Aerial Bridge reopened in March 1930. The occasion called for a parade. Leading it was old single trucker #13, which had been converted to an overhead wire car, but had been stored out of service for years in the Park Point car barn. It was in no condition to run, so a pair of draft horses was rented to pull it, representing the

horsecars that ran on the Point until 1899. It was driven by a motorman who had worked on the horsecars.

Next in line came the fire trolley, bearing the Fire Department drum corps. It was followed by one of the rehabbed Park Point streetcars.

Through service began March 12, and it didn't go well. The cars repeatedly dewired at the bridge and one lost its air compressor. Bridge openings badly disrupted the schedule. Passengers complained bitterly about the late streetcars, and motormen said women boarding late cars refused to pay the fare. There were also numerous complaints from Piedmont passengers about the Park Point cars, which they felt were less comfortable than the standard DSR cars. To quote from one complaint, *"These cars are not fit for people to ride in and we are going to dynamite them."* It didn't help that the unloved Birneys were used as the

backup cars, being the only other available double-enders.

After a couple of days the Piedmont through routing was abandoned and Park Point cars ended at the 8th Ave. W. and Superior Street loop.

Dewiring on the bridge happened about 4-6 times a month, sometimes as a lake boat was approaching and the bridge was about to lift. A stalled streetcar with traffic backed up behind it

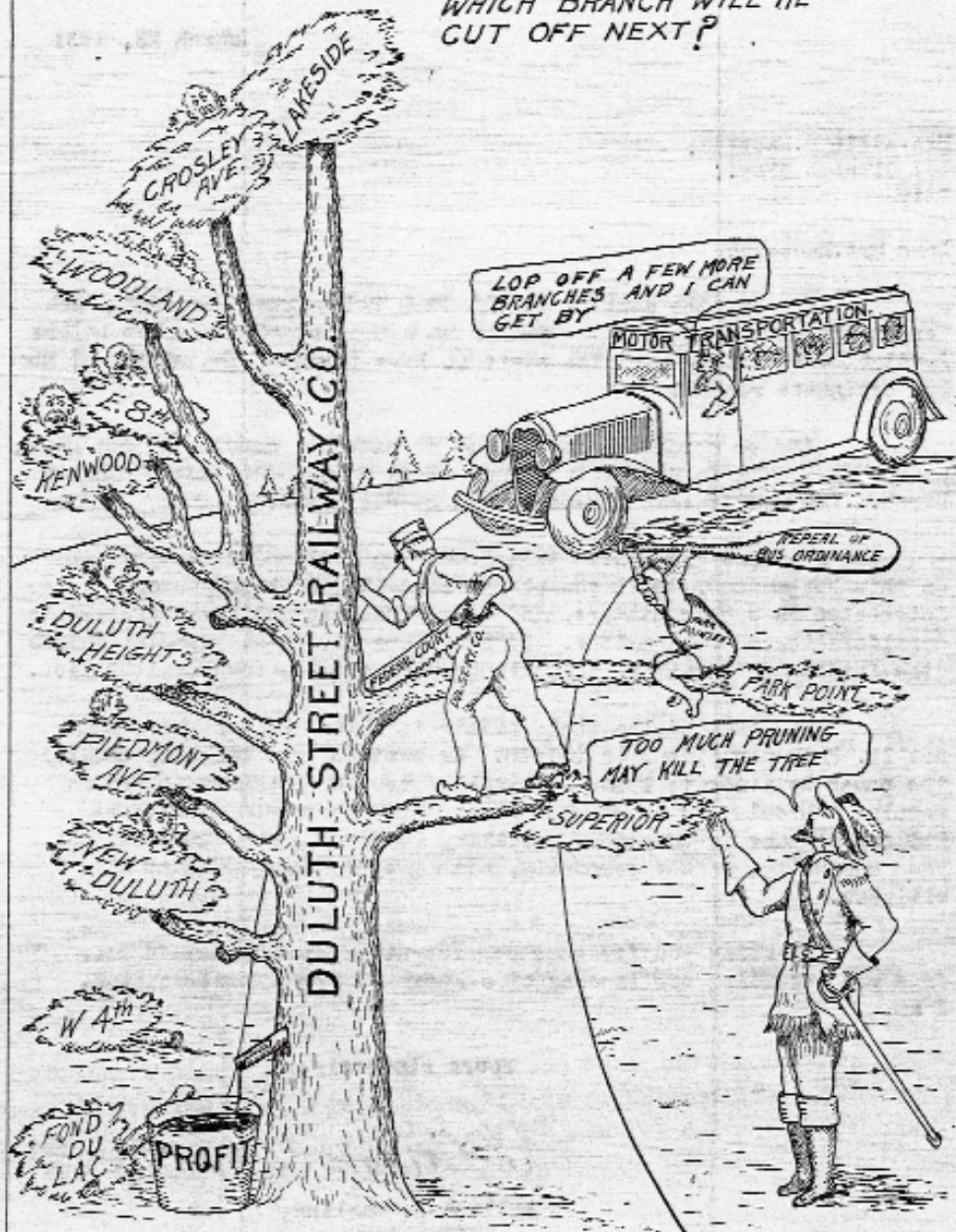
could prevent the bridge from opening. If the laker couldn't stop in time, that would be a disaster. It was one more reason to replace streetcars with buses.

In fact, DSR had at one time intended to convert Park Point to trolley buses, because the track was in such bad shape. As the Great Depression took hold, the hoped-for Park Point ridership increase failed to materialize. Meanwhile, the rest of the system was rapidly losing riders and revenue. DSR

PARK POINT LINE						
Number of passengers carried per hour. (Average of five normal week days).						
Hour Ending	July 1929 (With Ferry Service)		January 1930 With Passengers Walking across Bridge		April 1930 Through Service (No. by Lake and Mich. on Pk. Pt. Cars only)	
	In	Out	In	Out	In	Out
	Bound	Bound	Bound	Bound	Bound	Bound
6:00 A.M.	11	0	7	0	9	1
7:00	36	3	31	4	46	24
8:00	62	5	121	6	111	52
9:00	39	10	63	43	41	13
10:00	18	16	17	4	20	16
11:00	21	22	16	3	22	18
12:00	18	25	10	10	20	15
1:00 P.M.	26	33	24	12	27	15
2:00	29	40	25	10	23	21
3:00	26	56	32	11	19	19
4:00	32	47	30	41	26	43
5:00	49	40	34	47	33	45
6:00	49	77	13	80	21	73
7:00	45	62	24	70	20	43
8:00	40	34	24	12	21	13
9:00	41	25	12	13	8	13
10:00	35	19	10	15	9	21
11:00	25	12	11	25	11	23
12:00	4	7	9	16	4	11
1:00 A.M.	2	11	9	16	0	4
2:00	6		0			
TOTAL	614	544	522	440	496	483

PRUNING TIME

WHICH BRANCH WILL HE
CUT OFF NEXT?



VOTE "YES" X FOR THE REPEAL OF THE BUS ORDINANCE
AND GIVE THE SMALL FELLOWS A CHANCE.

ISSUED BY THE PARK POINT COMMUNITY CLUB.

could no longer tolerate the Park Point losses. Naturally the Park Point residents objected, as shown in the rather complex cartoon on the next page, but to no avail. Streetcars were replaced by buses on June 15, 1931.

Nearside vs farside stops

When Duluth eliminated most con-

ductors and went to one-man cars, it appears they changed most car stops from farside (just beyond the intersection) to nearside (just before the intersection). As the top photo shows, stopping farside placed the rear gates, where passengers boarded and alighted, just past the intersection. Stopping the front door at the same spot left the rear of the car blocking the intersec-



tion. Shifting to nearside stops solved that problem. They were marked with white paint on an overhead wire pole, as shown in the bottom photo.

Car 78's sisters

Our preserved streetcar #78 was built for DSR in 1893, part of a 20-car order (#68-87) from the LaCledé car Company of St. Louis. They were delivered with front windshields and dashes, as #78 appears today. Because of the 1893 law requiring enclosed vestibules, the right side front entrance in each direction (the cars were double-ended) was removed and closed off.

Car 87 was wrecked in 1909 and soon thereafter most of the group were removed from service as more of the new TCRT-built double truckers arrived. Car 78 was sold in 1910 and became the backyard shed that eventually survived. Most were gone by 1912, but four continued to run in Superior. The last two, #73 and 75, were scrapped in 1923.

Four of the cars, #69, 71, 76 and 77, saw extended life when they were sold in 1910 to the Granite City Railway in St. Cloud. It's unclear how long they remained in service, but we can make an educated guess. In Electric Railways of Minnesota, Russ Olson relied on directory listings that showed 19 street-



Top: The location is unknown but the "40th Ave. W." destination signs dates this between 1896 and 1903, when the Grand Avenue line was extended from 40th to 60th Ave. W.

Bottom: Trainmen pose with car 68 inside the Duluth carhouse. The 22nd Ave. E. sign implies this is before 1901.



Above: The Grand Avenue line was extended to 71st Ave. W. in 1905. Note that the vestibule has been enclosed and a fender installed.
Below: St. Germain Street at 5th Avenue in St. Cloud, about 1915. Stearns County Historical Society collection.



Above: Car 75 was one of the last two to survive in Superior. It was scrapped in 1923.
Below: One of the St. Cloud expatriates on the Sauk Rapids line that crossed the Mississippi River.





DSR's lines passed through areas with little or no population or employment, which hampered the company's financial performance. Above: This is Oneota Avenue on the West Duluth line, looking east toward the ore docks. Below: Looking west on Grand Avenue from 71st Avenue W., on the line to Morgan Park and Gary-New Duluth.





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